

**POOR ORIGINAL**

CLASSIFICATION			
<b>AIR INTELLIGENCE INFORMATION REPORT</b>			
COUNTRY OR AREA REPORT CONCERNS		DATE OF INFORMATION	
Manchuria		May 1957	
		SRI STATUS (If applicable)	
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		ADDITIONAL INFORMATION ON (Date) 50X1-HUM	
SUBJECT (Descriptive title. Use individual reports for separate subjects)			
Kung-Chu-Ling Airfield			
SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)			
<p>This report contains information on Kung-Chu-Ling Airfield in Manchuria. It contains the identification, observation, location and description.</p>			
<p>6 INCLS</p> <ol style="list-style-type: none"> <li>1. Layout Sketch of Kung-Chu-Ling Airfield</li> <li>2. Organizational Chart of the 4th Division, NKAF</li> <li>3. Organizational Chart of the 36th Regiment, 4th Division, NKAF</li> <li>4. Organizational Chart of the Aviation Battalion, 36th Regiment, 4th Division, NKAF</li> <li>5. Organizational Chart of the 4th Rear Base, 4th Division, NKAF</li> <li>6. Organizational Chart of the 4th Technical Battalion</li> </ol>			
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<p>AF FORM 112 REPLACES AF FORM 112, 1 OCT 52, WHICH MAY BE USED</p> <p>15 SEP 54</p> <p style="text-align: center;">CLASSIFICATION</p>			

512-809-Army-AQ Admin Cen-Japan-22N

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Kung-Chu-Ling Airfield

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Identification: It was officially and generally known as Kung-Chu-Ling Airfield.Location: (43°31'N/124°46'E)

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It was located on the outskirts of Kung-Chu-Ling City, Huaite-hsien, Liao-Ning Province. It was 3 kilometers northwest of Kung-Chu-Ling RR Station.

Area: The airfield area was approximately 12 kilometers long and 4.5 kilometers wide. There was no enclosure around the area at the [ ] last observation. 50X1-HUM

The installation was described by points as follows: (Refer to Inclosure 1 of 6, this report.)

Point #1. Runway: The runway was constructed before 1945 by the Japanese Aviation Corps. The runway was made of concrete, ran east to west, and was approximately 2,400 meters long and 100 meters wide. There was a drainage ditch on both sides of the runway. The runway was in a flat area and it was the Source's opinion that it could be extended in any direction.

Point #2. Hardstands: There was one concrete hardstand, 100 meters deep and 70 meters wide, at each end of the runway. It was at these two points that the crews in training would exchange crews on the IL-28 bombers. The two hardstands were used interchangeably according to direction of the wind.

Point #3. Taxi-strips: This airfield had one main taxi-strip and seven auxiliary taxi-strips. They were all constructed of concrete. The main taxi-strip ran from east to west, parallel to the runway, and was 2.7 kilometers long and 30 meters wide. The 2 taxi-strips towards the western end of the installation were 200 meters long and 30 meters wide. The taxi-strip towards the eastern end of the installation was 130 meters long and 30 meters wide. The 3 taxi-strips which lead from the northern side of the main taxi-strip to the revetment area, were 5 to 7 meters long and 30 meters wide.

Point #4. Roads: A 15 meter wide asphalt road ran parallel to the RR from Kung-Chu-Ling to the POL Section (Point #33). A branch of this road, 8 meters wide, ran to the edge of the main taxi-strip; another branch of it, ran behind the hangar area and terminated at the main taxi-strip farther to the east. These roads were used by vehicles transporting the rear service supplies.

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Point #5. Drainage: As stated previously there was a drainage ditch on either side of the runway (Points #5A and #5B). There was also a drainage ditch, 1 meter deep and 70 centimeters wide, which ran from the western hardstand area past the eastern end of the runway (Refer to Point #5C).

Point #6. Aircraft Dispersal Points: The 36th Regiment used the 15 revetments and a 500 meter strip of the main taxi-strip in front of the revetments to park their aircraft. The total capacity of this parking area was 54 aircraft - 15 in the revetments and 39 on the taxi-strip. The 15 horseshoe-shaped revetments were at intervals of approximately 20 meters. They were 40 meters in diameter, and the sandbag walls were 2.5 meters thick at the base and 60 centimeters thick at the top. Source stated that the entrances to the revetments faced the main taxi-strip and that an IL-28 bomber could pivot inside of them. The aircraft that were parked on the taxi-strip were situated in two lines at 3-meter intervals. Source stated that this practice was against the WKAF SOP concerning aircraft dispersal. He said that the above violation was incurred because the parking area was too small and the aircraft were placed close together for the sake of convenience.

The 37th Regiment used the taxi-strip north of the control tower (Point #14) during the winter, and 25 IL-28 bombers were parked in the 36th Regiment's area during the summer.

Point #7. Pond (Man-made): The pond was 600 meters long, 120 meters wide, and 2 meters deep. The pond was created when workers dug dirt for the construction of the revetments. [redacted] there were fish in this pond.

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Point #8. Electricity Lines: The poles for the electricity lines, each 8 meters high, were set at 50-meter intervals along the road from Kung-Chu-Ling to the airfield and terminated at the POL Section (Point #33). An electricity line also ran from the roadway to the control tower (Point #14).

Point #9. Radio Truck: The trailer-truck was 3.5 meters long, 2 meters wide, 1.8 meters high, and was towed by a ZIS-151 type truck. Source observed that there was a door in the back of the trailer and that ventilators had been installed on either side of the body. There was a steel antenna, 12 meters high, 8 centimeters in diameter at the bottom, and 3 centimeters in diameter at the top, installed on top of the trailer. Two men operated the radio equipment during hours of flying training.

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[redacted] 2 radios in the truck [redacted] used for receiving and transmitting. The radios were 40 centimeters long, 20 centimeters wide, and 25 centimeters high. He stated that the outstanding characteristic of the radios was a semi-circular frequency dial that occupied approximately two-thirds of the front of the radio.

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The truck and trailer usually parked at Point #23 and moved to Point #9 during hours of flying training.

Point #10. GCA: The same type of vehicle as mentioned in Point #9 was parked 12 kilometers west of the western edge of the runway. The equipment installed in this vehicle was called "PALUPLI" (phonetic). The antenna was on a pole, 3 centimeters in diameter and 2 meters high, and was 2.5 meters long and 0.7 meters wide. The antenna looked like a net and each rectangle was 20 centimeters long and 10 centimeters wide. The wire that formed the net was 4 millimeters in diameter. The truck and trailer were painted red and that two drivers and two radio operators were assigned to the truck. This radio truck was parked permanently at its given location.

Point #11. Landing Lights: There were landing lights installed on both sides of the runway at approximately 50 meter intervals and Source estimated there were about 50 lights on either side. The landing lights were lit for night flight training and sometimes during the day when it was foggy or cloudy. The switch for the landing lights was located in the control tower.

Point #12. Signal Light: A red light was installed on a 15-meter pole on top of the aircraft repair shop (Point #13) to warn aircraft of the buildings in the hangar area.

Point #13. Aircraft Repair Shop: It was the same in size and structure as the hangar described in Point #18. It was the aircraft repair shop of the 4th division, and there were 1 lathe, 1 grinder, 1 sharpener, 1 boring machine, 1 electric welding machine, one 10 horsepower motor, and various other repair facilities in the building. There were about 20 NKAFF personnel, including 5 officers working there.

Point #14. Control Tower: This building was approximately 6 meters long, 4 meters wide, and 15 meters high. The 1st story of the building (10 meters) was constructed of brick and served as the meteorological observatory and as a pilot's waiting room. The 2nd story (5 meters) was utilized as the control tower and all four walls were constructed of glass. There was a wooden staircase from each side of the building to the ground.

A wind sock, 5 meters long and 30 centimeters in diameter was on top of a 7-meter high pole, which was located west of the control tower.

When there was flight training the Regimental Commander of the Vice-Regimental Commander was in voice contact with the aircraft from the control tower.

Point #15. Meteorological Observatory: As mentioned above the first story of the control tower (Point #14) was utilized as a meteorological observatory. The following instruments were observed: Wind Direction Indicator: It was on top of a 5-meter-high pole. Anemometer: It was also on top of a 5-meter-high pole.

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Point #16. Searchlight Trucks: There were four searchlight trucks dispersed around the Point #2 hardstand during night flying training. When not in use they were kept in the searchlight warehouse (Point #18). Each searchlight was 16 kilowatts, 90 centimeters in diameter, and mounted on a ZIS truck. Power for the lights was supplied by a DC generator, 60 centimeters high and 50 centimeters in diameter, connected to each truck's engine. The searchlight trucks belonged to the Technical Battalion.

The searchlights were used as navigational aids and for lighting the runway for aircraft in the process of landing.

Point #17. Hangars (Deteriorated): These were brick buildings, 20 meters long, 17 meters wide, and 4 meters high, that were used as hangars during the Japanese occupation. These buildings were not being utilized at the time of last observation; the roofs were gone and the walls caved-in at many places.

Point #18. Searchlight Warehouse: It was a brick building, 20 meters long, 17 meters wide, and 4 meters high. It was utilized as a storage for the searchlight trucks mentioned in Point #16, when they were not in use.

Point #19. Regimental Headquarters: It was a 2-story, brick building, 155 meters long, 15 meters wide, and 7 meters high. The 2nd story of the building was utilized as the headquarters of the 36th and 37th Regiments, and the headquarters of the 4th Technical Battalion. Source had been attached to the 4th Technical Battalion Headquarters and stated that this section was divided into the Battalion Commanders room, Vice-Battalion Commanders room, Political Section, Staff Section, Personnel Appointment Section, Financial section, Vehicle Administrative Section, and the Rear Service Section.

The 1st story of this building was utilized as a billets and briefing room of the 36th Regiment, billets and briefing room of the 37th Regiment, billets and Headquarters of the 7th Battalion. Personnel in the billets were unmarried officers and enlisted men.

Point #20. Officer's Families Quarters: There were approximately 200 tin-roofed, brick buildings, each 9 meters long, 4 meters wide, 3.5 meters high, and set at intervals of 15 to 20 meters, in an area west of Kung-Chu-Ling City. Each house had a hot floor, bathroom, and kitchen.

High ranking officers and their families utilized a whole building, but lower ranking officers and their families lived with one or two other families in the same building. These residences were utilized by approximately 400 officers and their families of the 4th Division.

Point #21. Mess Hall: This was a brick building with a cement-tile roof, 140 meters long, 5 meters wide, and 3.5 meters high. It was divided into 4 sections, the southern most section being the kitchen, and the other 3 sections

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being used as the pilots' mess hall, officers' mess hall, and enlisted men's mess hall.

Kitchen: Twelve NKAFF personnel and 4 Chinese cooks were on duty there.

Pilots' Mess Hall: This section could accommodate approximately 80 personnel at one time.

Officers' Mess Hall: This mess hall was divided into 2 sections, one for lower ranking officers (2nd Lieutenant to Captain), and one for higher ranking officers (Major-on-up).

Enlisted Men's Mess Hall: This mess hall could accommodate 350 personnel at one sitting; they ate in 3 shifts at each meal.

Point #22. Parade Ground: This area was 300 meters long and 180 meters wide. There was a volley-ball court and heavy gymnastic equipment at this location.

Point #23. Motor Pool Garage: It was a brick building with cement-tile roof, 100 meters long, 15 meters wide, and 3 meters high. The building was divided by brick walls into 16 sections with the doors on the eastern side. There were 3 enlisted men on duty there and they accomplished minor repairs on the vehicles. Major repairs of a part were done at an automobile repair shop near Sainjang (YD-480475), Sunch'on-Gun, P'yongan-Namdo, North Korea, and shipped back to Kung-Chu-Ling.

Point #24. Motor Pool Parking Lot: The following vehicles were observed either in the garage or on the parking lot:

Tanker Trucks: There were 13 tank trucks, each with a 3-ton fuel capacity assigned to the motor pool. These trucks were used for refueling the aircraft.

Trucks: There were 11 trucks that were used for transporting supplies assigned to the motor pool.

Aircraft Engine Starter Trucks: There were 6 trucks with 16-kilowatt DC generators mounted on them, used for starting aircraft engines.

Aircraft Tow Trucks: There were 10, ZIS-151 trucks with a bed 1.1 meters high, were used as tow trucks.

Wreckers: There were 2 ZIS-150 trucks with K-35 (Soviet-type) cranes on the bed. The crane's maximum capacity was 4 tons.

Jeeps: An undetermined number of jeeps were assigned to the motor pool.

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Point #25. Divisional Headquarters Building: This was a 2 story brick building, 50 meters long, 10 meters wide, and 6 meters high, with a gray, tile roof. The 1st floor of the building was consisted of the Political Propaganda Section, the Information Instructor's room, and the room for the Officer of the Day. The 2nd floor was utilized by the Political Division Commander's office, library, and various other offices.

Point #26. Hospital: This was a 2-story, brick building, 40 meters long, 10 meters wide, and 6 meters high, with a cement-tile roof.

This installation was designated "NKAF 2nd Central Hospital" and was directly subordinate to NKAF Headquarters. This hospital was established when the 4th Division moved to Kung-Chu-Ling Airfield. In March, 1957, the NKAF changed the organization of the 4th Division; at that time the dispensary of the Technical Battalion was closed and became part of the 2nd Central Hospital.

The 1st floor consisted of an Inquiry Room, Treatment Room, Office, Director's Room, Pharmacy, and a room for the chief doctor of each section. The 2nd floor consisted of bed space for patients.

Personnel assigned to this hospital were a Director (Lieutenant Colonel), Chief Surgeon (Lieutenant Colonel), Internal Chief (Major), Chief Dentist (Senior Lieutenant), Chief Pharmacist (Lieutenant), and approximately 40 nurses, including a Chief Nurse (Junior Lieutenant).

The hospital was equipped with an X-ray machine, minor surgical equipment, and syringes. The medicine used at this hospital was mostly Soviet or CHICOM-made. Appendicitis and pleurisy operations could be performed there.

An ambulance was always available and 2 nurses were on stand-by at the airfield when there was flight training.

Point #27. Rear Base Headquarters: There were 4 buildings, 9 meters long, 4 meters wide, and 3.5 meters high, of the officers' residential section that were used as Rear Base Headquarters. The base headquarters, under Command of Major KIM To Hui, consisted of a Political Section, Organizational and Planning Section, Supply Section, Building Section, POL Section, Vehicle Section, Personnel Section, and Finance Section. There were approximately 20 personnel working as Base Headquarters. Units subordinate to the Rear Base Headquarters were: the 4th, 7th, and 13th Battalions. The 4th and 7th Battalions were stationed at Kung-Chu-Ling Airfield and the 13th Battalion was stationed at Tung-Feng Airfield.

Point #28. Railroad: This was a single-track railroad leading from the Kung-Chu-Ling City RR Station to the POL Section (Point #33) at Kung-Chu-Ling Airfield. It was used for transporting engines (repaired at Shen-Yang), POL, bombs, coal, and other materials for the Rear Service Section.

This railroad was constructed by the Japanese Kanto Army at the time the airfield was built.

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Point #29A. Warehouse: This building was 9 meters long, 4 meters wide, and 3.5 meters high. Each day a truck from the transportation company carried 6 bags of rice (100 kilograms per bag) and 4 bags of beans (100 kilograms per bag) from this warehouse to the mess hall. The truck carried a double ration for the week-end. Once a week food was brought from a warehouse in Kung-Chu-Ling City to this building.

All clothing supplies came from the Rear Service Bureau of the NKAF headquarters and were also kept in this warehouse.

Point #29B. Engine Unloading Point: Engines for IL-28 bombers were unloaded from flatcars at this point.

After 200 hours of flying the engines of the IL-28's were replaced by newly overhauled engines. [redacted] these engines were overhauled at a CCF aircraft repair shop in Shen-Yang, Manchuria.) The engines were transported to Kung-Chu-Ling Airfield on flatcars (6 to a flatcar) and unloaded at this point with a winch. One engine weighed approximately 1.5 tons, and could be carried in a GAZ or ZIS truck.

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Point #30. Bomb Unloading Point: Bombs were unloaded from flatcars (usually 2 or 3) at this point every 3 or 4 months. Each flatcar was loaded with 20 to 25 tons of bombs in 200 kilogram, 250 kilogram, 500 kilogram, and 1500 kilogram sizes. Sometimes a shipment of 12mm and 37mm machinegun ammunition and fuses was brought in with the bombs. [redacted] all the bombs and ammunition were Soviet-made.) Bombs which were heavier than 100 kilograms were unloaded with a winch.

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Point #31. Bomb Storage: The bomb storage was a red brick building with no roof; it measured 20 meters long, 5 meters wide, and 5 meters high. Four guards from the Security Guard Company of the Technical Battalion were on duty in this area.

Point #32. Coal Storage: This area is approximately 70 meters west of Point #29B. Approximately 500 tons of coal is always in reserve at this point.

Nine hundred tons of coal is transported from the Fushun Coal Mine by train, twice each winter in 30 gondola cars. Approximately 500 tons of coal is also brought to this point during the summer.

Point #33. POL Section: This was a red brick building with a cement-tile roof; it measured 7 meters long, 3 meters wide, and 2.5 meters high. It was partitioned into 3 parts: the office, mess hall, and motor room, which had two 50 h.p., Japanese pumps installed inside.

The planes at this airfield used T-1 (fuel), which is more like kerosene than like gasoline. Once every month T-1 was transported to this airfield in 5 or 6 tank cars, each of which had a capacity of approximately 30 tons of fuel. Approximately 15 tons of gasoline, were also brought in every month, and 10 drums of grease and alcohol. All the fuel was from the Soviet.

Point #34. Underground POL Storage: This storage point consisted of 9 concrete rooms, partially underground, 16 meters square at the base, 8 meters

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square at the top, and 4.5 meters deep, with 1.5 meters above-ground. Earth was piled around the 1.5 meters above ground, as added protection. There was an entrance on 2 sides of each storage. Each room had 3 POL tanks, 6 meters long and 2 meters in diameter, spaced at 50 centimeter intervals inside of it. Each tank could hold approximately 30 tons of T-1 aircraft fuel. Usually the storage area had approximately 70 to 80 tons of T-1 on hand.

During the night there were 3 security guards on duty in this area.

Construction and Improvement: The NKAF took over the airfield from the CCF in November 1952, and [ ] there had been no large-scale construction or repairs since that time.

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Obstructions: An unidentified hill lay 20 kilometers southeast of the airfield, but according to Source it did not seem to affect flight operations. Highest buildings on the base were the control tower (Point #14), hangars (Point #17), 2 story billets (Point #19), and the mess hall (Point #21). Terrain in the vicinity of the airfield was flat.

Technical Facilities: Refer to Point #9 (Radio Truck), Point #10 (GCA), and Point #16 (Searchlight-Trucks).

Supply: Refer to Point #29A (Warehouse), Point #32 (Coal Storage), Point #33 (POL Section), and Point #34 (Underground POL Storage).

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Water: The source of water was a reservoir in Kung-Chu-Lin City. It piped underground to the airfield; there were outlets in the mess hall, washing rooms, billets, Headquarters building, and hospital. [ ] the water supply was insufficient and of poor quality. [ ] many personnel often became sick from the drinking water. Personnel bathed once a week.

Food: The daily food ration per person was as follows:

Regimental Officers and Enlisted Men: rice - 700 grams  
bread - 100 grams

Technical Battalion officers and EM: rice - 500 grams  
beans - 300 grams

Pilots: rice - 600 grams  
bread - 200 grams

The daily ration of side-dish food was as follows:

Pilot:

Vegetables	800 grams
Bean Oil	50 grams
Apples	30 grams

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Butter	30 grams
Sugar	20 grams
Vinegar	1 gram
Chocolate	100 grams
Beer	1 bottle every 2 days
Meat	1 kilogram
Eggs	3 each
Sausage	40 grams
Fish	100 grams
Milk	1 bottle every 2 days

Air Regiment EM:

Bean Oil	40 grams
Vegetables	800 grams
Meat	120 grams
Sugar	20 grams
Butter	20 grams
Fish	200 grams
Eggs	1 each
Apples	1 each

Regimental Officers:

Vegetables	800 grams
Bean Paste	30 grams
Bean Sauce	20 grams
Bean Oil	20 grams
Pork	30 grams
Red Pepper	1 gram
Fish	200 grams

Officers and enlisted men assigned to the Technical Battalion were given the same ration of side-dish food as that of the Regimental officers, except the Battalion Commander, who received 50 grams of meat every day.

Clothing Allotments:Pilots:

<u>Clothing</u>	<u>Period of Issue</u>	<u>Quantity</u>
Uniform, serge, pants, & blouse	3 Years	1
Flight fatigues, summer, "fish-leather"	3 years	1
Flight fatigues, winter, "fish-leather"	3 years	1
Top coat, wool	2 years	1
Underwear, cotton, summer	1 year	2
Underwear, wool, winter	2 years	1
Gloves, summer, leather or fabric	2 years	1
Gloves, winter, leather	1 year	1
Flying shoes, summer, horse-hide	2 years	1

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Flying shoes, winter, horse-hide	2 years	1
Flight cap	3 years	2
Socks, cotton or wool	Unknown	-
Muffler, silk or wool	Unknown	2
Flight cap liners, white	Unknown	1
Cap, wool	Unknown	1
Belt, leather	Unknown	1
Raincoat, rubberized	Unknown	1
Sun glasses	Unknown	1

Officers:

Summer uniform, cotton	1 year	1
Winter uniform, cotton, quilted	1 year	1
Underwear, cotton, summer	1 year	1
Underwear, wool, winter	2 years	1
Socks, cotton	Unknown	1
Belt, leather	3 years	1
Scarf	1 year	2
Cap, cotton, summer	1 year	1
Cap, cotton, winter	1 year	1
Gloves, cotton	1 year	1
Raincoat, rubberized	3 years	1
Shoes, summer	1 year	1
Shoes, winter	1 year	1

Enlisted men were supplied with foot-wrappers and cotton belts, in lieu of leather belts and socks. Raincoats were not originally included in the issue to EMs, but they were issued CCF raincoats in Manchuria. Maintenance personnel were supplied with winter and summer fatigues, and fatigue caps every year.

Payroll:Officers:

<u>Position:</u>	<u>Rank</u>	<u>Pay</u>
Division Commander	Major General	85 Yuan
Battalion Commander	Major	45 Yuan
Company Commander	Senior Lieutenant	34 Yuan
Platoon Leader	Junior Lieutenant	22 Yuan

<u>Enlisted Men:</u>	Master Sergeant	4 Yuan
	Senior Sergeant	2 Yuan
	Junior Sergeant	1 Yuan, 5 Chaou
	Senior Private	1 Yuan, 2 Chaou
	Private	1 Yuan

Note: One Yuan (Chinese monetary unit) equals 175 Won (North Korean monetary unit).

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Transportation Facilities: Refer to Point #4 (Road), Point #24 (Motor Pool Parking Lot), and Point #28 (Railroad).

Administration and Personnel: For the organizational charts of the 4th Division and its subordinate units refer to the Inclosure as follows:

Organizational Chart of the 4th Division, WKAF - Inclosure 2 of 6, this report.

Organizational Chart of the 36th Regiment - Inclosure 3 of 6, this report.

Organizational Chart of the Aviation Battalion, 36th Regiment, 4th Division - Inclosure 4 of 6, this report.

Organizational Chart of the 4th Rear Base - Inclosure 5 of 6, this report.

Organizational Chart of the 4th Technical Battalion - Inclosure 6 of 6, this report.

This airfield had been under the control of the CCF from 1945 to October 1952, when the 4th Division, WKAF, directly subordinate to the WKAF Command, took over the base.

50X1-HUM

As of May 1957 no CCF personnel were stationed at Kung-Chu-Ling. 3 CCF IL-28 jet bombers land at this field at different times; twice in 1956, and once in April, 1957, to undergo minor repairs of malfunctions incurred in flight. These bombers were based at Har-Bin, Manchuria and in Northern China.

50X1-HUM

From October 1952, to March 1957, there were 3 Russian technical advisors stationed at Kung-Chu-Ling. One of the Russians was referred to as the "General Advisor, acting as Chief Advisor; the 2nd was Flight Advisor, supervising the North Korean student-pilots; the other one was a Technical Advisor, whose major function was inspection of aircraft maintenance procedures. The Russians returned to the Soviet in March, 1957.

50X1-HUM

Key Personnel: Major General KIM Tae Ryon, Commander, 4th Air Division.

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PAGE

<u>Name</u>	<u>Rank</u>	<u>Position</u>	<u>Birth place and/or former occupation</u>	<u>Education</u>	<u>Political Membership</u>
CHON Chon Pok	Sr. Col.	Division Political Commander	Chairman of Korean Labor Party, Kangwon-Do Provin- cial Chapter in 1947	Unknown	Korean Labor Party
YANG Tae Hyon	Colonel	Division Flight Commander	Ex-pilot	Unknown	Unknown
CHOE Tong Chan	Sr. Col.	Chief of Staff	Ex-Chief of Staff, 11th Division-deactivated in 1952	Unknown	Korean Labor Party
YI Pyong Kun	Lt. Col.	36th Regimental Commander	Hamgyong-Do Ex-pilot	Unknown	Korean Labor Party
KIM (rest unk.)	Lt. Col.	37th Regimental Commander	Hamgyong-Do Ex-pilot	Unknown	Korean Labor Party
KIM To Hi	Major	Commander, Technical Base	P'yongan-Namdo	Unknown	Korean Labor Party
KIM Hi Ryong	Lt. Col.	Political Commander, Technical Base	Unknown	Unknown	Korean Labor Party
CHO In Sok	Major	4th Battalion Commander	P'yongan-Pukto	Primary School	Korean Labor Party
HONG Chong Hop	Major	Battalion Politi- cal Director	Unknown	Unknown	Korean Labor Party
KIM Chong Man	Major	Deputy Battalion Commander	Unknown	Unknown	Korean Labor Party
KIM Hak Kwan	Major	Battalion Chief of Staff	Hamgyong-Do	Primary School	Korean Labor Party
KO Pyong Hi	Major	Battalion Rear Ser- vice Director	Unknown	Unknown	Korean Labor Party
YI Pyong Chol	Major	Chairman of Battal- ion Labor Party	P'yongan-Pukto	Primary	Korean Labor Party

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50X1-HUM

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	<u>Name</u>	<u>Rank</u>	<u>Position</u>	<u>Birth place and/or former occupation</u>	<u>Education</u>	<u>Political Membership</u>
	PAK Yun Chong	Capt.	Battalion Political Agitator	Unknown	Unknown	Korean Labor Party
	YI Wal Kun	Capt.	Fuel Section Chief	Hamgyong-Do	Unknown	Korean Labor Party
	YI (rest unk.)	Sr. Lt.	Training Staff	Hamgyong-Pukto	KIM Il Song University	Korean Labor Party
	CHOE (rest unk.)	Jr. Lt.	EM Personnel Staff	Unknown	Unknown	Korean Labor Party
	YI (rest unk.)	Sr. Lt.	Clothing Section Chief	P'yongan-Namdo	Unknown	Korean Labor Party
	UNKNOWN	Captain	Food Section Chief	Hamgyong-Namdo	Unknown	Korean Labor Party
	UNKNOWN	Sr. Lt.	Material Section Chief	Unknown	Secondary School	Korean Labor Party
	KIM (rest unk.)	Sr. Lt.	Finance Section Chief	Unknown	Unknown	Korean Labor Party
	CHOE Man Kun	Sr. Lt.	Auto Repair Section Chief	Hamgyong-Pukto	Unknown	Korean Labor Party
	PAK Chong Sik	M/Sgt	Chief, Classified Document Section	Unknown	High School	Korean Labor Party
	UNKNOWN	Sr. Lt.	Chief, Meteorological Observatory	Hamgyong-Pukto	Unknown	Korean Labor Party
	PAK Su Yong	Sr. Lt.	Maintenance Section Chief	Hamgyong-Namdo	Secondary School	Korean Labor Party
	YI Chae Il	Jr. Lt.	Company Political Leader	P'yongan-Namdo	Secondary School	Korean Labor Party
	KIM Kwan Suk	Jr. Lt.	Leader, Maintenance Platoon	P'yongan-Namdo	Kangkon Military Academy	Korean Labor Party

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45 Gen. Atty. Air. Admin. 17a, 18a, 19a, 20a

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	Name	Rank	Position	Birth place and/or former occupation	Education	Political Membership
	UNKNOWN	Jr. Lt.	Chief, Fire Department	Unknown	Primary School	Korean Labor Party
	KIM Kon Chae	Jr. Lt.	Leader, Repair Platoon	Hamgyong-Namdo	Kangkon Military Academy	Korean Labor Party
	KWON Chae Ho	Sr. Lt.	Transportation Company Commander	Hamgyong-Pukto	"	Korean Labor Party
	CHOE Man Sik	Sr. Lt.	Company Political Leader	Manchuria	"	Korean Labor Party
	YI Chae Tuk	Jr. Lt.	Special Platoon Leader	Kangwon-Do	913th Auto- School	Korean Labor Party
	PAK Se Yong	Jr. Lt.	Transportation Platoon Leader	Hwanghae-Do	Primary School	Korean Labor Party
	KANG Ui Kyu	Jr. Lt.	Leader, Aircraft Towing Platoon	P'yongyang	913th Auto- School	Korean Labor Party
	UNKNOWN	Lt.	Leader, Repair Platoon	Manchuria	913th Auto- School	Korean Labor Party
	UNKNOWN	Capt.	Guard Company Commander	P'yongan-Pukto	Kangkon Military Academy	Korean Labor Party
	UNKNOWN	Sr. Lt.	Commander, Sig- nal Company	Unknown	Unknown	Korean Labor Party
	HAN Song Ho	Major	Commander, 7th Battalion	Manchuria	Unknown	Korean Labor Party
	UNKNOWN	Major	Political Director 7th Battalion	China	Unknown	Korean Labor Party

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Personnel Strength:

total strength of the 4th Division, its subordinate regiments, battalions, and technical units was approximately 2,200 men. Breakdown is as follows:

Unit	Officers	Enlisted Men	Total
Division Headquarters	40	50	90
36th Regiment	76 (including 30 pilots)	224	300
37th Regiment	86 (including 40 pilots)	214	300
3rd Regiment (At Tung-Feng Airfield)	80 (including 40 pilots)	320	400
Rear Base Headquarters	9	6	15
4th Technical Battalion	35	305	340
7th Technical Battalion	35	305	340
13th Technical Battalion	35	365	400
MAF 2nd Central Hospital	8	40	48
<b>TOTAL</b>	<b>404</b>	<b>1829</b>	<b>2233</b>

50X1-HUM

Meteorological Data: The rainy season lasts from April to September of each year. Rainfall is comparatively light and [ ] there were no floods during the 4 years he was stationed there. [ ] it was rare to rain more than 2 days at a time.

50X1-HUM

The snowy season lasts from December to February with maximum snowfall of approximately 15 centimeters. [ ] snow was cleared off the runway by manual labor.

The winter temperatures average 26 to 28 degrees below zero centigrade, with a maximum low of approximately 40 degrees below zero centigrade. Summer temperatures run to a maximum of 40 degrees above zero centigrade.

50X1-HUM

From March to the middle of May is the windy season, and [ ] during this period it is often impossible to see more than 2 meters ahead of you because of dust. Flying training is conducted during this period, except on extremely bad days.

Defense Installations: There were two 27mm machine guns and two 17mm machine guns in each of the aircraft, TT pistols for the pilots and officers from battalion commander up, approximately forty 7.62mm carbines, 7.62mm infantry rifles and some PPSH submachine guns.

The guard company of the 4th Technical Battalion and the guard company of the 7th Technical Battalion, consisting of 4 platoons each were responsible for the security of the airfield. Their main job was to guard the aircraft, bomb storage, and POL storage areas. Besides the 2 guard companies there was a regimental guard platoon and a divisional guard platoon, the former consisting of 2 squads and the latter consisting of 3 squads, that acted as the honor guard and stood guard duty at Division Command.

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There were 3 sentry posts in the revetment area and a guard-room, which would accommodate 4 persons in the bomb storage area. Every day approximately 2 platoons were mobilized for guard duty.

The personnel of the guard companies were billeted in the barracks of the 4th and 7th Technical Battalions.

Personnel of the 4th Division were the only persons allowed to enter the airfield; however, on days when there was no flight training, Chinese civilians from the neighboring areas were allowed to get near the runway for the purpose of picking weeds to use as fuel. The revetment area was strictly off limits, especially during the night.

High ranking officers of the Air Force headquarters occasionally visited the airfield and in April 1957, Lieutenant General HAN Il Mu visited Kung-Chu-Ling with a group of senior staff officers.

50X1-HUM

Miscellaneous:

Fire Department: A fire fighting platoon consisting of 5 personnel was organized in the Maintenance Company of the Technical Battalion. Liquid fire extinguishers, buckets, sand, and other fire fighting equipment were located in the buildings. At one time there was a fire truck at the airfield, but it had same malfunction and was sent back to Air Force Headquarters.

There was one Communist Chinese-made fire extinguisher in each of the aircrafts.

Communications: The same type of field phone as the U.S. EE-8 was used at this airfield. A switchboard was located in the Divisional Headquarters Building (Point #25) and approximately 30 HKAF personnel (male and female) worked there as telephone operators.

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Source of electricity was somewhere in Kung-Chu-Ling City; [redacted] he heard that 3,300 volts of electricity were supplied to the airfield through 3 high-tension wires (Point #8). Electricity was available 24 hours a day except on Sundays when the power was shut off to accomplish checking and repair of electrical equipment.

Training: IL-28 jet bombers were used for training. Flight training had been conducted every day except Sunday until the summer of 1954, at which time daylight training was conducted every 2 days and night training was conducted every 3rd night. Daylight training was from 0800 hours until 1600 hours, and night training from 2000 hours to 2400 hours. Usually 13 aircraft were used for training each day, but sometimes as many as 20 aircraft were used. [redacted] the 36th Regiment, NKAF, conducted joint training with a Soviet Fighter (MIG-15) Battalion in June of 1955 and 1956.

50X1-HUM

The 36th Regiment was said to have excellent pilots while the 37th Regiment had beginner-pilots. The 3rd Regiment, which was stationed at Tung-Feng Airfield, had 30 TU-2 bombers used for pilot training.

50X1-HUM

Bombing Training: Bombing training was conducted at Taipingtu, which was approximately an hour and a half's flight from Kung-Chu-Ling. [redacted] the bombing training took an hour and a half when 2 bombs were used and two to two and a half hours when 4 bombs were used. The bomb runs were made at heights of 4,000, 8,000, and 10,000 meters.

Gunnery Practice: Gunnery practice was conducted at heights of 2,000 to 3,000 meters in the vicinity of Kung-Chu-Ling Airfield. A sleeve target, 7 meters long and 1.2 meters in diameter, was towed 400 meters behind a plane; the practice lasted for approximately 40 minutes.

Blind Flight Training: This training was conducted during daylight hours by using blackout curtains in the aircraft, and occurred at an altitude of 4,000 to 5,000 meters. The procedure was to fly the plane to a given location on instruments only. A mission usually lasted for approximately an hour and a half.

Navigation Training: This training occurred at either 4,000 to 5,000 meters or 8,000 to 10,000 meters and usually lasted for 2 hours.

Pilot and Navigator Training School: Source heard that pilots, navigators, and ground crews were trained at the NKAF Air Force Academy at Yen-Chi, Manchuria, and that a pilot's course took 3 years to complete. He also heard at the NKAF Command that those who had graduated from middle school or higher, and who had good background were eligible to go to the academy.

The pilots at Kung-Chu-Ling were between 20 and 28 years of age, and 80 percent of them were unmarried. All pilots were officers ranking from 2nd Lieutenant to Lieutenant Colonel, and 70 percent of the officers at Kung-Chu-Ling were 2nd Lieutenants.

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Air Accidents: [redacted] 3 air accidents  
[redacted] at Kung-Chu-Ling.

In September 1955, the 3rd Regiment, which was equipped with TU-2 bombers, was moved from Kung-Chu-Ling to Tung-Feng. During the flight 2 TU-2 bombers hit a mountain approximately 40 kilometers north of Kung-Chu-Ling. All crew members perished including a company commander. The crash was caused by inclement weather compounded by faulty navigation.

In February 1957 an "I" jet aircraft (same as an IL-28) from Kung-Chu-Ling crashed near Tung-Feng, Liao-Tung Province. All crew members parachuted to safety. The accident was caused when the plane developed engine trouble at 14,000 meters altitude (Source stated that the maximum altitude of this aircraft was 13,000 meters). When the engine trouble developed it caused the plane to vibrate, at which time the gunner bailed out. When the gunner left the plane wind rushed into the interior and threw the plane out of control. The pilot and navigator bailed out at approximately 7,000 meters.

In April of 1957, an IL-28 bomber from Kung-Chu-Ling crashed near Ssu-Ping-Chieh, Kirin Province. The crew, consisting of the Division Inspector (Lieutenant Colonel), a Chief Weather Officer (Major), a division navigator (Captain), and a gunner (Senior Lieutenant), was killed. The plane exploded at approximately 4,000 meters. Cause of accident: unknown.

50X1-HUM

Morale: [redacted] morale of the enlisted personnel was usually low because of severe training, little or no leave, and the long term of military service. Approximately 20 percent of the enlisted personnel had served with the NKA for 7 or 8 years.

[redacted] morale of the officer [redacted] good because they were paid with Chinese "Yen", and prices were lower than in North Korea.

50X1-HUM

According to this report under the heading "Location" the above airfield was located approximately 3 kilometers northwest of Kung-Chu-Ling City, which tends to confirm the ASSCTW, and yet the layout sketch (Inclosure 1 of 6, this report) shows the airfield to be more south or west-southwest of Kung-Chu-Ling City. The ASSCTW places the taxi-strips and revetment area on the southeastern side of the main runway while the layout sketch (Inclosure 1 of 6, this report) shows them to be on the northwestern side of the main runway.

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This report tends to confirm the existence of a probable instrument approach beacon system (See Point #10), probable telephone communications (See "Communications" listed under miscellaneous), probable weather service (See Point #15), probable jet starting units (See Point #24), runway and field lighting (See Point #11 and Point #16), POL storage (See Point #34), number of hangars (See Point #17), road (See Point #4), and railroad (See Point #28).

50X1-HUM

According to the ASSOTW Kung-Chu-Ling is supporting a light bomber regiment of the NKAF. [ ] the 4th Division, NKAF, consisting of the 36th and 37th Regiments at Kung-Chu-Ling, and the 3rd Regiment at Tung-Feng, was stationed there. [ ] there were no CCF personnel at the airfield after May of 1957, which would indicate that the NKAF is responsible for the operation of Kung-Chu-Ling Airfield.

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Kung-Chu-Ling is listed in the Bombing Encyclopedia, Volume I, 22nd Edition on page 966. The Installation number is 0290-8009.

50X1-HUM

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45 090 Army Air Admin Cn AFFE 50M

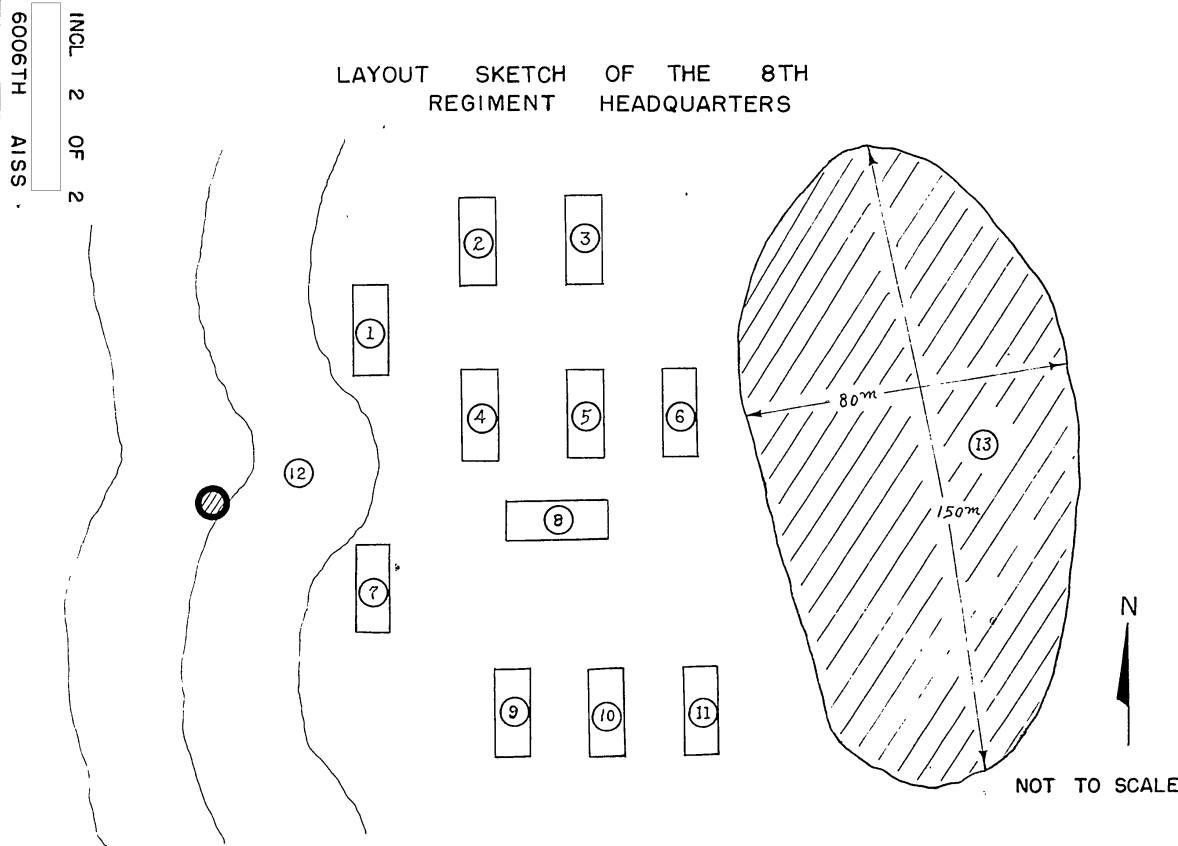
50X1-HUM

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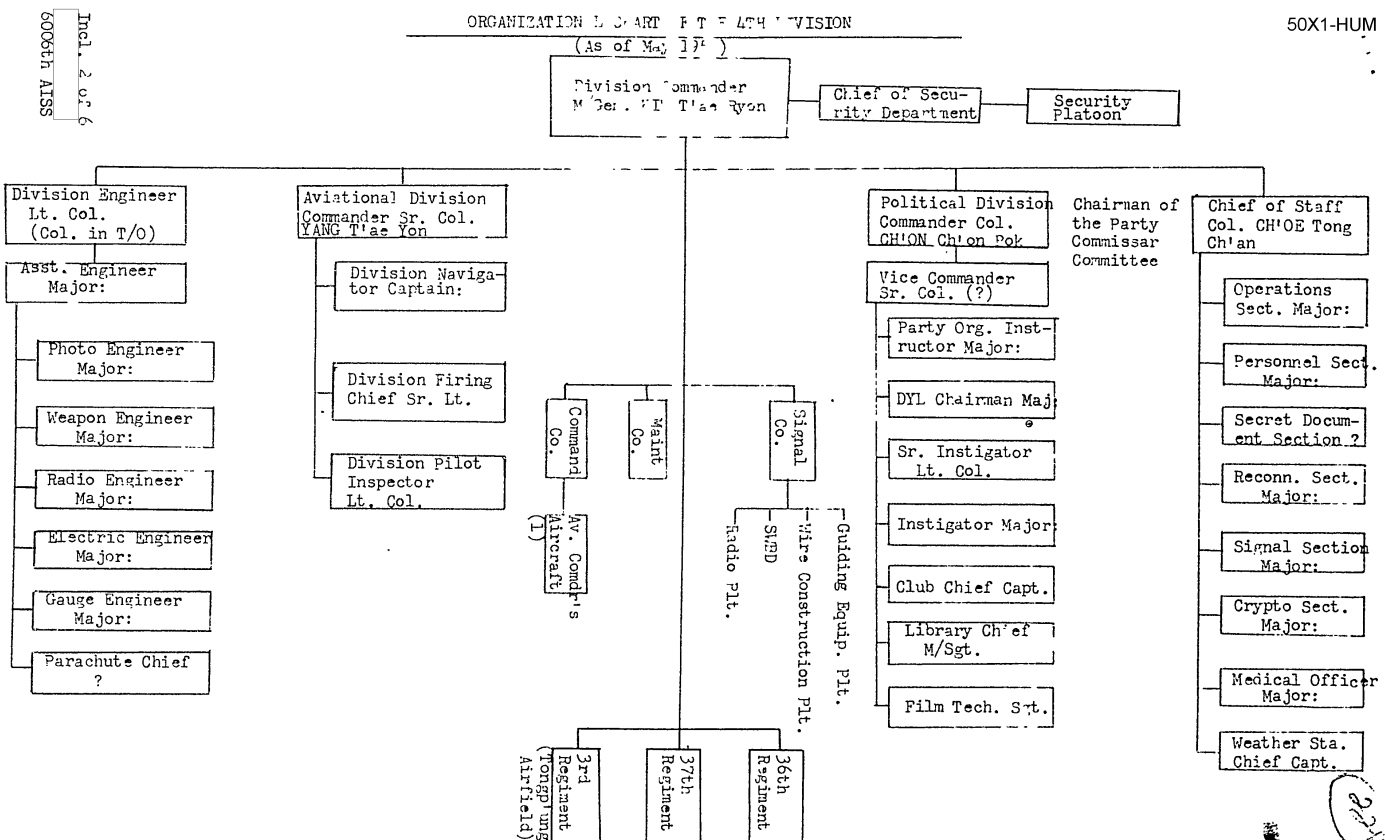
LAYOUT SKETCH OF THE 8TH  
REGIMENT HEADQUARTERS



CONFIDENTIAL

ORGANIZATION CHART OF THE 4TH DIVISION  
(As of May 1954)

50X1-HUM

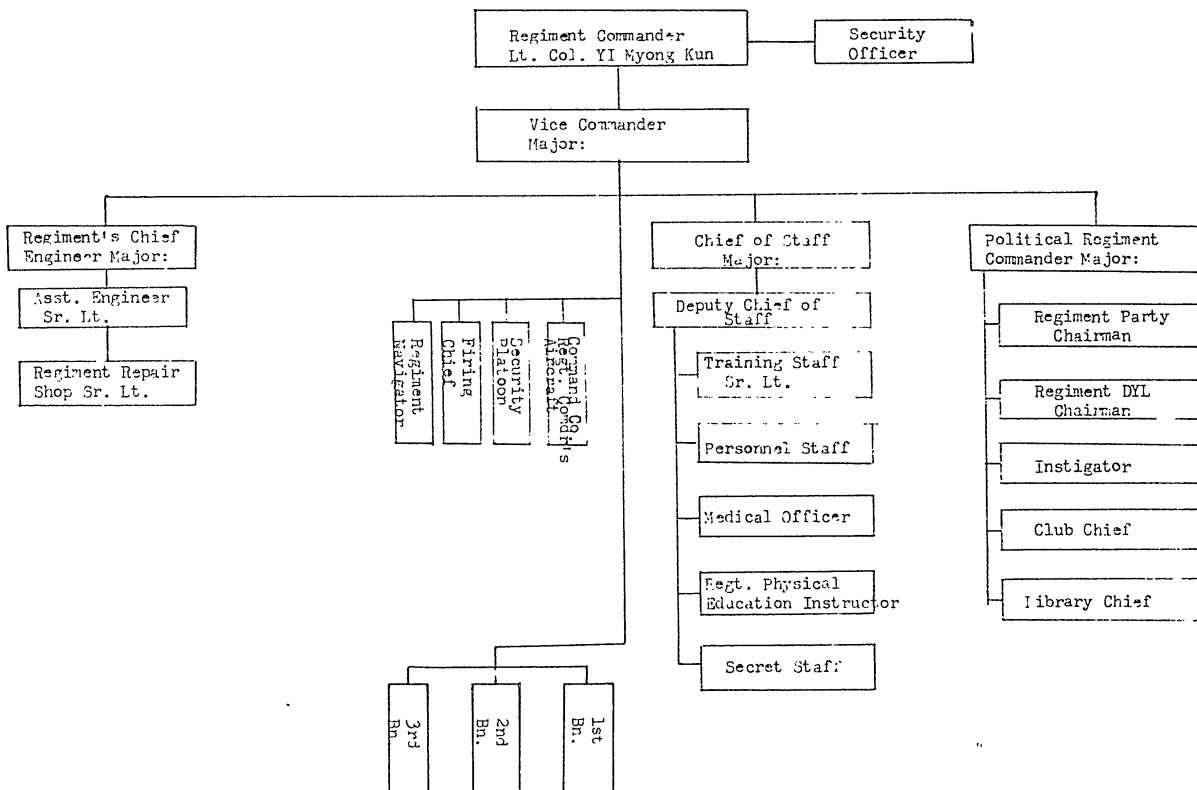


POOR ORIGINAL

## ORGANIZATIONAL CHART OF THE 36TH REGIMENT

(As of May 1957)

50X1-HUM

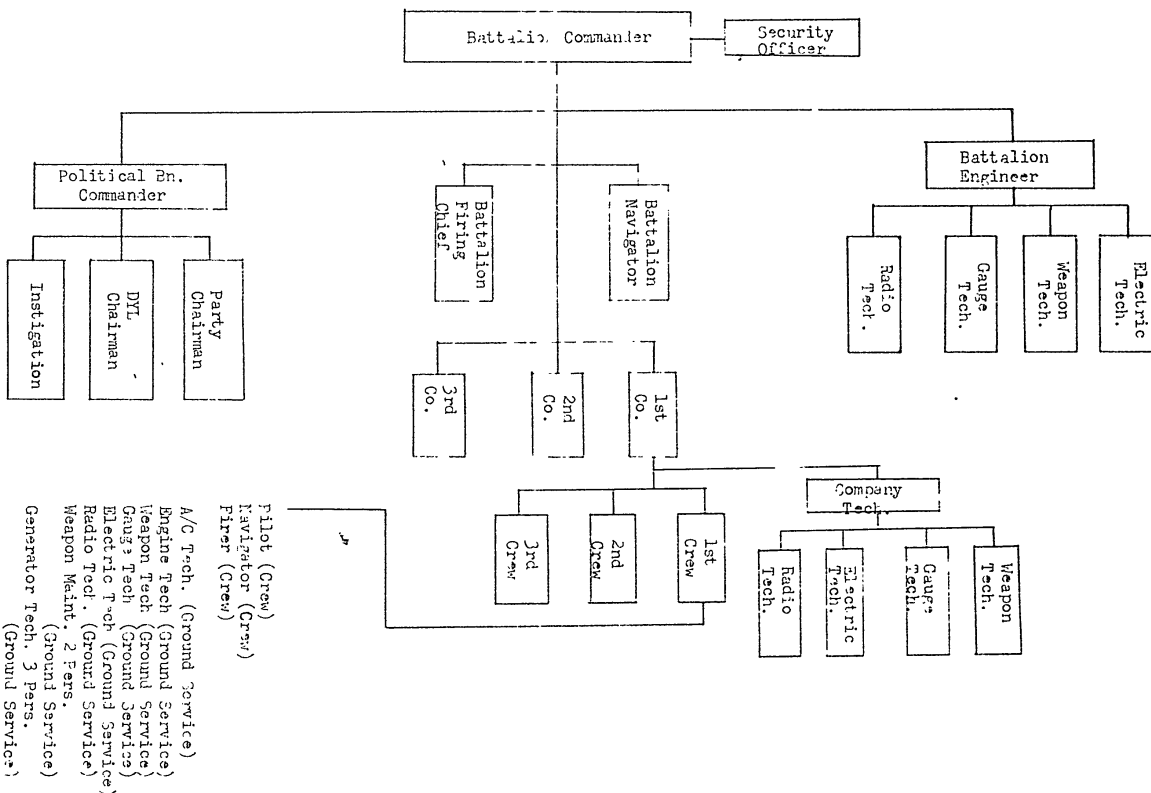
Incl. 3 of 6  
6006th AISS

POOR ORIGINAL

23

ORGANIZATIONAL CHART OF THE AVIATION BR. THE 36TH REGT. THE 4TH DIV.  
(as of May 1957)

50X1-HUM



Incl. 4 of 6  
6006th AISS

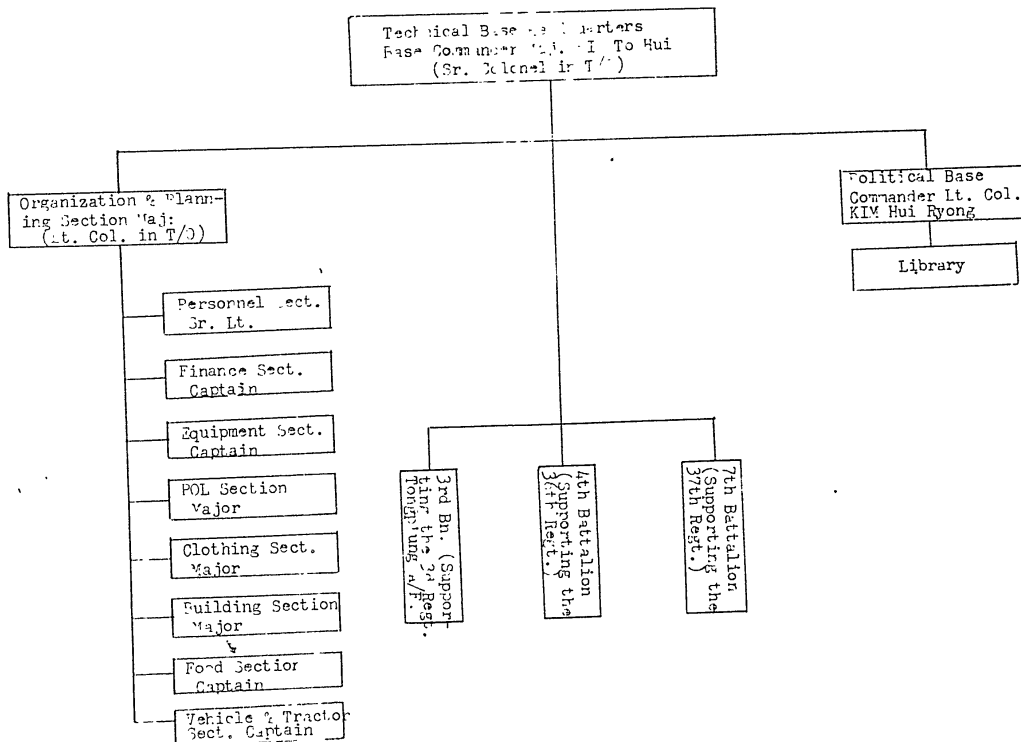
TOTAL: 14

POOR ORIGINAL



ORGANIZATIONAL CHART OF THE 4TH REAR BASE (TECHNICAL BASE)  
(As of May 1957)

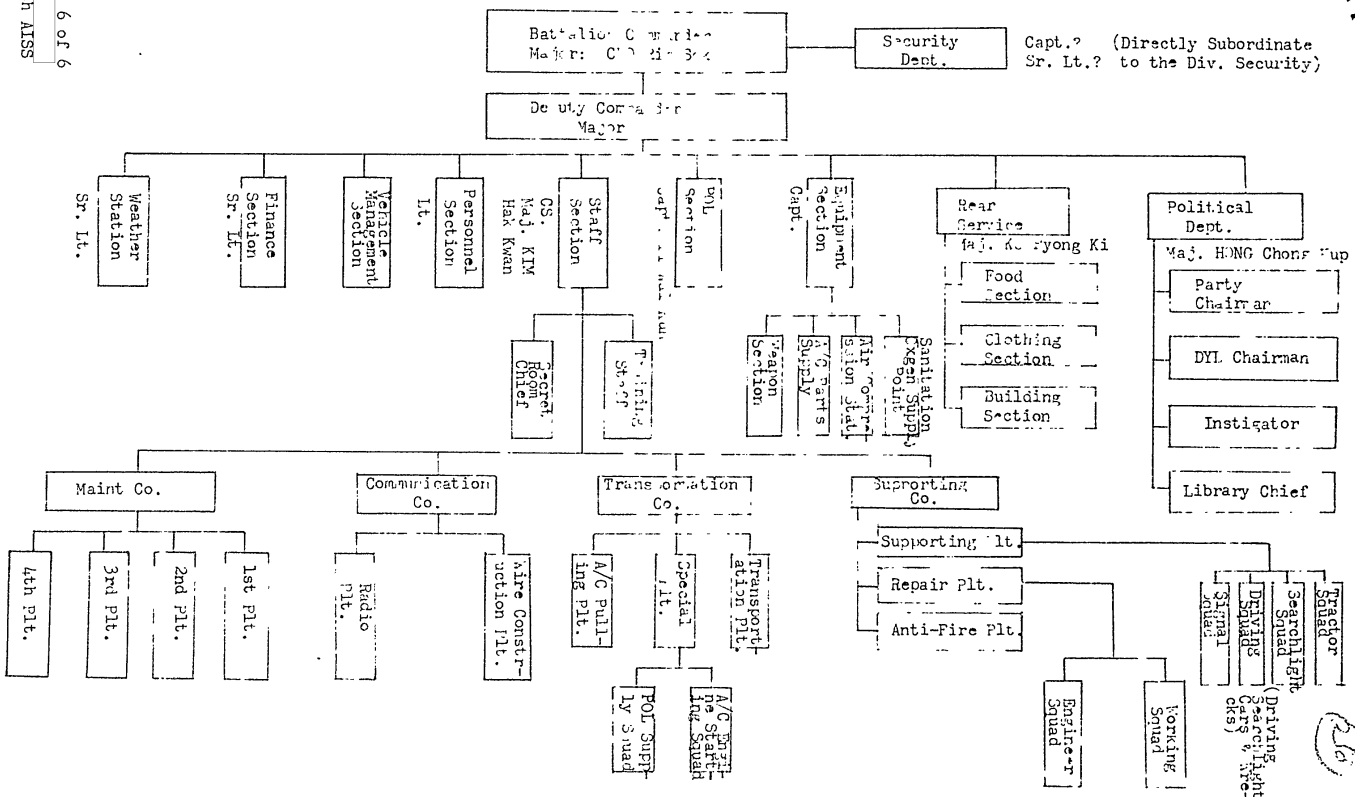
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Incl. 5 of 6  
6004th NISS

POOR ORIGINAL

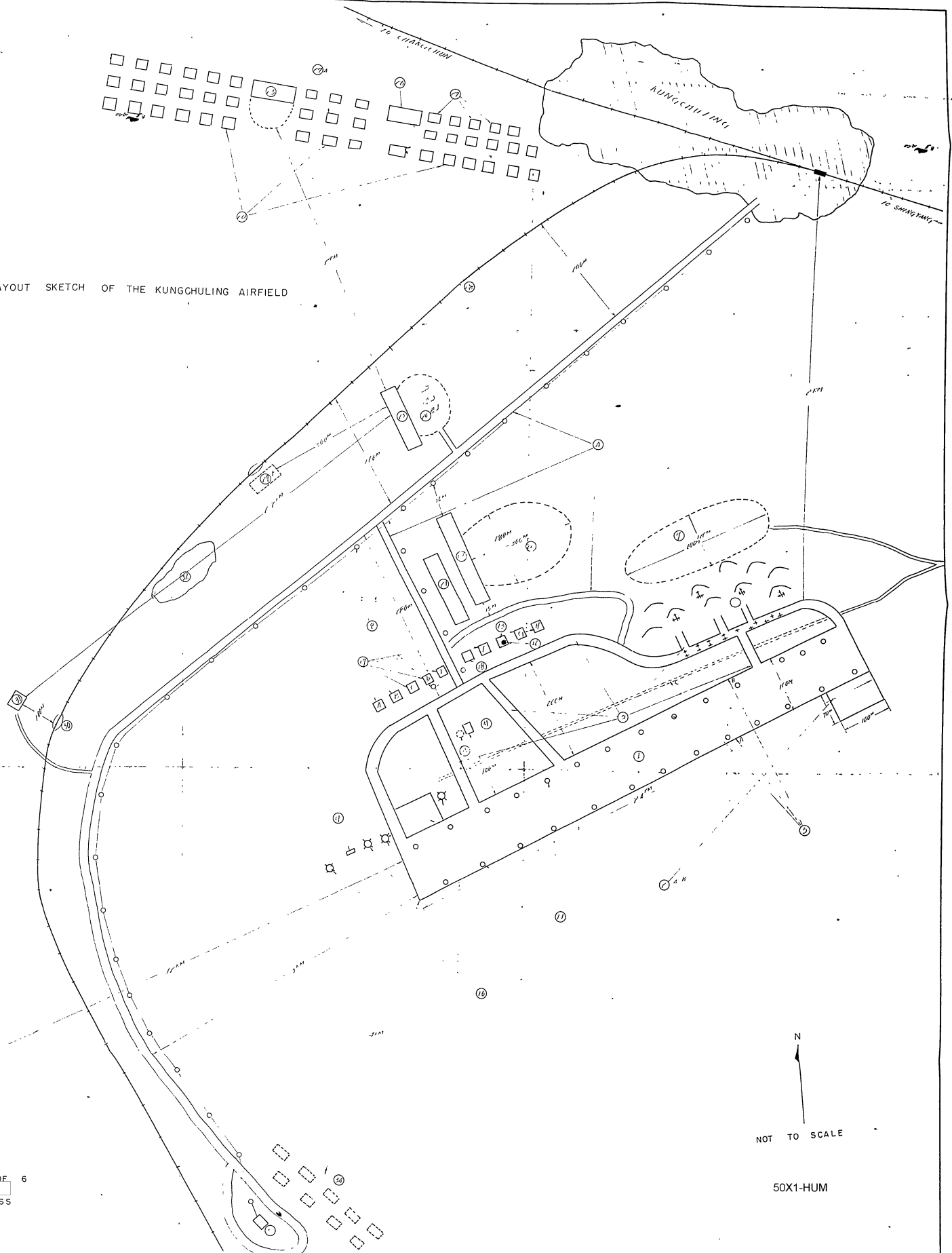
(As of May 14, 7)



Incl. 6 of 6  
6006th AISS

POOR ORIGINAL

LAYOUT SKETCH OF THE KUNGCHULING AIRFIELD



INCL 1 OF 6  
6006TH AISS

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